

## PLAYHOUSE OFFERS FANTASTIC COMEDY

"A Young Man's Fancy," of  
Charming Intent, Need-  
ful of Revision.

### DIALOGUE IS SPRIGHTLY

Acting on the Whole Is Satis-  
fying—John T. McIntyre  
the Author.

#### "A Young Man's Fancy"—At the Playhouse.

Pickering, Philip Merivale  
Leftwich, Alfred Kappeler  
Cottigan, J. M. Kerrigan  
Miss Carter, Jessie Blay  
Miss Purdon, Jeanne Eagle  
The Hostess, Eugene Blay

"A Young Man's Fancy," which  
George Tyler presented in the Playhouse  
last night, is really a fantastic comedy,  
as the programme said. It is indeed  
meant to be quite fantastic enough to  
plunge the most jaded taste. John T.  
McIntyre, a magazine writer who wrote  
"Steve" for Arnold Daly and impends in  
other theatrical quarters, is the author.  
The first act departs far enough from  
the popular dramaturgy of the day to  
have no less than six scenes. Fantasy  
hesitates at the second act, where there  
are only two, while the third, with but  
one, seems literal.

Just as her lover stared at Coppelia  
and other lovers in operetta and panto-  
mime have for theatrical generations  
gazed on the doll like loveliness of the  
adored one until she took the semblance  
of life for a while at least, so did the  
hero of "A Young Man's Fancy" gaze  
on his beloved in the vicarious and false  
presentiment of an image made for spot  
window. He pondered at home, as poets  
are said to do, before he took to the  
highways, and stood before the spot win-  
dow which had its curtain drawn be-  
cause the wizard within was preparing the  
masks for the public view. After he  
had looked upon the image, he turned  
from the viewpoint of the man in the street  
the poet was in another scene, behind  
the curtain.

Then in his fancy the figures of the  
picture seemed to stand on a real lawn  
instead of on that in the window, to  
move and talk with the poet and then  
to disappear. But the image foremost in  
his imagination was the graceful figure  
of a delicate yellow haired creature  
absorbing the thoughts of the poet.  
Whether in the window or on the lawn,  
whether in her real self or her image,  
this was the maid of the poet's thoughts.

#### The Maiden in Life.

Of course, the young man comes to  
know in reality this maiden of his wak-  
ing dreams, although there is an inter-  
lude before Joseph Urban and the author  
convince that his journey shall end in a  
lover's meeting. Maybe the stage hands  
delayed this climax unduly last night,  
for there was ample lack of preparation  
for the performance. But Mr. McIntyre's  
touch in fantasy does not appear to be  
as light as gossamer, although the me-  
chanical progress of the play was slow  
and that his intent was at the best  
obscured. In any case, there must be  
merciless revision before the piece, which  
is original and charming in intent, comes  
to its full value.

The squabbling of the surly window  
dresser last night got, after a while, on  
the nerves of the audience, and the scene  
of the same kind of a thing. Jessie  
Blay's infectious humor was, however,  
of heroic value. It may be said that  
there is too much mechanical apparatus  
necessary to allow illusion—the illusion  
which is indispensable in such a play—  
ever have its full sway. In which the  
playwright actually lived did prove  
fascinating to the spectators, con-  
fused as they may have been at times  
by the blunders in the transformations.  
It is not possible, however, to estimate  
the improvement to be expected once the  
play has been condensed and the scenes  
move as they were intended to. Some of  
Mr. McIntyre's scenes have a delicate  
humor, very gracefully expressed. The  
dialogue, indeed, once the men and  
women were altogether human, was  
sprightly, and the sentimental pas-  
sages refreshingly unacknowledged.

#### Acting of the Company.

Philip Merivale was the poet. The  
audience recognized him, and he, be-  
cause he talked of ballads and son-  
nets but forgot his hat and stick. He  
gave a delightful natural and sym-  
pathetic performance. His simplicity of  
manner and his hearty manliness added  
their attraction to his performance.  
Jeanne Eagle was the young woman  
from Virginia who stayed in the man-  
sion and lived in New York in  
order that she might enjoy the luxury  
of earning her living. In the shop  
window she was a blond and in the  
attenuation that posed gracefully. In  
life she was little more animated and  
really little more audible, since she  
talked through her teeth after the pre-  
vailing fashion among leading ladies,  
choked off all nasal resonance in her  
voice, and was as artificial as only a  
manikin in her off-stage attitude.  
Eugene Blay played with fine author-  
ity. Joseph Urban had supplied some  
highly characteristic scenery, which was  
as usual, Viennaese eccentricities in feel-  
ing. Paul Lannin had composed an  
interesting and diverting symphonic ac-  
companiment to the action.

## THREE HORSES TIED IN 300 MILE HIKE

Half Breed Holds Own With  
Pair of Thoroughbreds.

ST. JOHNSBURY, Vt., Oct. 15.—After  
the horses in the 300 mile road race  
announced that at the end of the  
second day's travel the half breed  
horses were tied for the lead in the  
various conditions upon which the test  
is based. They are Bob, the half-bred  
cavalry mount, which has served in  
France during the war and owned and  
ridden by Col. C. P. George; Castor,  
a pure blooded Morgan owned and  
ridden by Capt. Fred Turlbut, and Donny,  
another Morgan owned and ridden by  
Capt. R. Allen.

The riders, who left Fort Ethan  
Ala yesterday morning and whose  
destination is Camp Lewis, de-  
parted here to-day from Northfield.  
The noon feed was eaten at Northfield,  
which was owned by W. R. Brown, the cav-  
alcade.

The eating requirements for the riders  
are not quite so strict as for the horses  
and gifts of apples and cider from  
farmers along the route were gratefully  
accepted to-day.

## FRENCH RAILMEN TO HELP MANAGE ROADS

End of Military Control  
Brings Socialist Test.

By the Associated Press.  
PARIS, Oct. 15.—The termination  
of military control of the railroads in  
France will mark the beginning of an  
interesting experiment—the collabora-  
tion of delegates from all the different  
classes of railway workers with heads  
of departments and the board of di-  
rectors in the management of the rail-  
roads.

The plan of M. Clavelle, Minister of  
Public Works, embraces the organiza-  
tion of a "committee of exploitation,"  
which will be presided over by a func-  
tionary of direct participation by the  
workers and technical men with the  
directors in the management and opera-  
tion of the roads.

The railroad workers express great  
satisfaction that they at last are going  
to have their say in the upper councils,  
though for the moment their participa-  
tion will be a letter of protest against the  
press shows some reserve as to the prob-  
able results. Shippers and merchants  
are glad to welcome any experiment in  
the management of the railroads, and  
improvement in transportation, which  
they claim quite as much as before  
demobilization. It is contended that the  
roads, which accomplished remarkable  
work for the army, ought to have the  
best accommodations for the public  
services.

The lines in Alsace-Lorraine, in the  
Sarre and in the Rhine occupied  
territories, will remain provisionally under  
military control.

## FORMAL PEACE IS HELD UP BY ALLIES

Continued from First Page.

tion of this question, it is said, concerns  
only the allied and allied powers.  
The Albanian delegation sent to rep-  
resent that country before the Peace Con-  
ference has addressed to Premier Clem-  
enceau a letter protesting against the  
declaration made by Tomasso Tittori,  
the Italian Foreign Minister, that the  
mandate for Albania should have been  
left without effect. Such a decision, the  
note states, carries with it an attack on  
the integrity, independence and sov-  
ereignty of the Albanian people and is  
in direct violation of the principles of  
the Versailles treaty.

Pierpont B. Noyes, American member  
of the International Rhineland Commis-  
sion, conferred with Frank L. Polk, head  
of the American delegation to the Peace  
Conference, here to-day. Their conver-  
sation concerned the status of the oc-  
cupied area of Germany, which may be  
left without effect or military gov-  
ernment when the formal completion of  
the Versailles treaty without American  
participation brings the armistice agree-  
ment to a conclusion.

The Rhineland Commission, which  
was created by the Versailles treaty, is  
composed of British, French, American  
and Belgian members, stipulates that  
all four nations must designate their  
representatives before the commission can  
function.

Military government over the territory  
must end with the armistice, and the  
Peace Conference is encountering  
difficulties in devising an interim gov-  
ernment pending American ratification.  
Paul Thirard, reporter of the Council of  
State, has been appointed High Commis-  
sioner of the Rhineland and President  
of the International High Commission,  
in charge of the administration of  
Rhineland territories. M. Paul Thirard  
before the war assisted Gen. Lytaut in  
the organization of the Rhineland pro-  
tectorate. He was the first organizer of  
reconquered Alsatian territory during  
the war, and since the armistice has  
acted as general controller of the Rhe-  
nland territories, and has been appointed  
President of the International Commission  
at Coblenz.

Foreign Minister Tittori will represent  
Italy in the League of Nations, accord-  
ing to an official announcement made in  
Rome.

The copy of the German peace treaty  
signed by King George after the ratifi-  
cation of the treaty by the British Par-  
liament has been received in Paris, the  
Petit Parisien announced to-day.

The text of the essential part of the  
ratification of the Versailles treaty, which  
has been approved and accepted and  
confirmed the same in all and every one  
of their articles and clauses, and that  
by these presents approve, accept, confirm  
and ratify them for ourselves, our heirs  
and our successors, engaging and prom-  
ising upon our royal word that we will  
observe and faithfully perform and ob-  
serve all and singular the things con-  
tained and expressed in the treaties, pro-  
tocols and agreements of peace, and that  
we will never suffer the same to be vio-  
lated by any one or transgressed as far  
as it lies in our power.

## CHURCH OF ENGLAND TALKS SPIRITUALISM

Deans in Congress Are Heated  
in Discussion.

By the Associated Press.  
LONDON, England, Oct. 15.—The  
Congress of the Church of England to-  
day held a warm debate over spiritual-  
ism, which started through an attack  
from the Very Rev. William R. Inge,  
Dean of St. Paul, London, who is known  
to the newspapers as the "gloomy dean."  
The dean's speech was a startling de-  
claration of his dependence on spiritual  
views on present day life.

The Right Rev. James E. C. Weldon,  
Dean of Durham, and one of two other  
prominent congressmen made a partial  
defense of spiritualism, and the Arch-  
bishop of Canterbury said the entire sub-  
ject would be considered by the Bishops  
when the Lambeth conference meets  
next year.

"If," said Dean Inge, "this kind of  
after life were true—that portrayed in  
the Bible and the legends of the Middle  
Ages—how many desolate hearts have  
found solace and comfort in the belief  
in a melancholy postmortem or nega-  
tion of all we hope and believe about  
our dead."

Replying, Dean Weldon said: "It is  
too late to dismiss spiritualism as a  
fiction, as some say, a nauseous fraud."  
The dean added that the spiritualistic  
phenomena had won the assent of men of  
science like Crookes, Lodge, Flammarion  
and others, and continued: "The spir-  
itualism has come to fill a void in  
church practice, and because of the  
coldness in the service intercessions for  
departed souls have been restored, I be-  
lieve."

The Rev. J. A. Magee, the last speaker,  
was loudly applauded. He said:  
"Spiritualism is a doctrine, apparently partly  
from city to city ministering to a popu-  
lar craze. I challenge Sir Arthur to  
deny that spiritualism is perilous to the  
mental, moral and physical health. Every  
second or third young lady one  
meets now imagines herself a modern  
St. Theresa."

Spiritualism is undergoing a remark-  
able revival in England, apparently partly  
through the hopes of many war bereaved  
persons to communicate with lost rela-  
tives.

## TWO CROSS-NATION AIR RACERS KILLED

Continued from First Page.

respectively the ninth and tenth Mineola  
pilots to reach the Pacific.

Two San Francisco pilots took off  
within three minutes of each other yester-  
day afternoon in Mineola on the 2,700  
mile return trip to the Golden Gate.  
For a time it seemed likely that the na-  
tion would witness one of the closest and  
hardest fought match races ever seen  
in the air or on the ground, for the  
starters were Major Carl Spatz, first of  
the Frisco fliers to reach Long Island,  
and Capt. Lowell H. Smith, who led all  
the way from San Francisco to Cleve-  
land, where an accident to his machine  
delayed him four hours. Mistakenly  
after gaining half an hour on Major  
Spatz and reaching Buffalo, one control  
further along than Rochester, where the  
Major was held, his plane burned up on  
the Buffalo field.

Major Spatz, who had announced his  
determination to fly homeward by short  
hops along a southern route or not at all,  
decided to fly back the way he came  
yesterday afternoon when he saw Capt.  
Smith preparing to take off on the home  
journey. He took off in his De Havil-  
land Bluebird at 2:28:15 after hastily  
saying goodby to his mother and father,  
and Capt. Smith, in another Bluebird,  
also took off at 2:28:15, after having  
flew him into the air at 2:31:56 P. M.  
The two men raced to Binghamton, 142  
miles away, and then to Rochester,  
where Capt. Smith made a landing at  
5:36 P. M. and got away for the hop to  
Buffalo at 6:07. Major Spatz arrived  
seven minutes after his rival had got  
down, and was held there for the night.  
Then news reached the American Flying  
Club that Capt. Smith had landed at  
Buffalo at 6:33:20 P. M. only to have  
his machine destroyed by fire shortly  
afterward.

The accident puts Major Spatz well  
ahead in the race, as Lieut. E. C. Kiel,  
who he beat by a few minutes in the  
away until noon to-day, as his machine  
away until noon to-day, as his machine  
was badly "chewed" by the rain  
through which he flew. Lieut. Robert  
Worthington, fifth to reach Mineola in  
the race, cannot start until to-morrow  
morning, as a new motor is being in-  
stalled in the little SE-5 British scout  
plane in which he flew alone from  
Frisco. Lieut. Queens, fourth at Mineola,  
will probably start about the same time.

Major J. C. Bartholf, flying alone  
in an SE-5, reached Mineola yesterday  
afternoon at 5:18:02, winning sixth  
place in the little SE-5 British scout  
plane. He was held at Binghamton for  
more than 24 hours by inclement weather,  
and also had the same bad fortune at  
other controls in the Central States. He  
was greeted at Roosevelt Field by his  
wife, and by his mother, the widow of  
the late Lieut. Col. John Bartholf of  
Franklin.

After arriving and learning that under  
the rules of the race he had ninety-six  
hours, excluding Sunday, in which to  
remain in Mineola, Major Bartholf re-  
fused permission from Col. Archie Mil-  
ler to fly on Saturday to Boston to see  
the Harvard football game. The Major  
is a Harvard man. He declined the offer  
of another machine, saying that he liked  
his own "old bug." He declared he was  
eager to make the return trip.

Lieut. Col. Hartney, flying forty miles  
from the Sidney, Neb., control. He was  
compelled to turn back, but made the  
United States, and Lieut. J. B. Wright  
got his plane in shape yesterday, and  
continued the race.

## VATICAN DENIES IT FAVORS SOCIALISM

Officials Reply to Statement  
of Bishop of Liverpool.

LONDON, Oct. 15.—The recent state-  
ment of the Bishop of Liverpool that  
Rome was reconsidering its attitude  
toward socialism is denied by the Va-  
tican authorities to-day.

Vatican officials declare that Catholics  
are permitted to belong to Socialist so-  
cieties if the only aim of these societies  
is to ameliorate the economic and social  
conditions of the workers, but are pro-  
hibited if the societies have anti-religious  
or parochial purposes contrary to the  
principles of authority and possession of  
property.

## STILL IS RAIDED UP-STATE.

Man and Moonshine Seized in  
Rockland County.

Troopers of the State constabulary, to-  
gether with United States Internal re-  
venue officers, arrested Peter Stauffer,  
a former saloonkeeper in Orangeburg,  
Rockland county, yesterday, charged  
with "moonshining."

The police allege they found a full  
fledged "still" in what apparently was  
a vacant store and that it was in opera-  
tion, with Stauffer himself making  
the "shine" when the raiders descended  
on the place.

The State troopers first located the al-  
leged "still" and on Capt. J. A. War-  
ren's orders made the raid. Sergeant  
Daniel Faber and Troopers A. A. Ron-  
ce and F. J. Moehan, assisted by three  
revenue agents, broke in. Stauffer, it  
is charged, had been making the so-  
called "white" whiskey of corn, barley and  
other products. He was taken to the  
local police station, where arrangements  
were made to arraign him before the  
United States Commissioner.

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## DISCUSS OPERATING GRAND TRUNK IN U. S.

Canadian Ministers See No  
Difficulty as Owners of Con-  
trolling Stock.

### VIEN ASKS OUR ATTITUDE

Meighen Cites Ownership of  
Canadian Northern Lines  
in Minnesota.

By a Staff Correspondent of The Sun.  
OTTAWA, Oct. 15.—The Canadian Min-  
isters see no difficulty in operating the  
Grand Trunk lines in American terri-  
tory as owners of the controlling stock  
in the roads. Ownership of the Canadian  
Northern lines in Minnesota is taken as  
good evidence by Arthur Meighen, who  
is in charge of the resolution through the  
House. The question arose while the House was in committee  
on the question.

Major Thomas A. Vien, member for  
Luttrell, asked if the Canadian Govern-  
ment had taken steps to ascertain what  
the action of the United States Gov-  
ernment would be if the Canadian Gov-  
ernment became the owner of the Grand  
Trunk lines in American territory. "I  
think it would be an unprece-  
dented thing if a Government would  
allow a foreign Government to own rail-  
way systems in its territory," he said.

Arthur Meighen: "We are not taking  
the road to a point where we are per-  
cent, stockholders of another sys-  
tem, the Canadian Northern, that owns  
and operates roads in the United States.  
This simply a repetition of what we  
have done, and the American Govern-  
ment presumably have no more ob-  
jection to one course than to the other."

Mr. Vien: "Does the Minister say that  
the Canadian Government is not taking  
over the Grand Trunk Railway system?  
If it is not, in effect, State ownership of  
the Grand Trunk Railway system, and  
will the Canadian Government not be  
owner of the system and its connections  
on American territory?"

"Of course, the American Government  
is managing all roads under the Rail-  
way Board of the United States. It is  
not, in effect, State ownership of the  
Grand Trunk Railway system, and  
will the Canadian Government not be  
owner of the system and its connections  
on American territory?"

"The American Government is not  
concerned as long as it does not hand  
over these railway lines and connections  
to the Canadian Government. It is not  
concerned when the time comes to hand  
them over. It seems to me that it is a  
fair question to inquire whether the Can-  
adian Government has not been con-  
cerned in the attitude of the American  
Government if it took such a step."

Mr. Meighen: "The American Govern-  
ment has been aware for two years al-  
most that the Canadian Government was  
the owner of a system which controlled,  
owned or operated—or all three—  
the Grand Trunk lines of the United States.  
It is now the owner of another system.  
By means of the same process, stock  
ownership, it does the very same thing  
as the American Government has not  
been concerned in the first place and I do  
not see any reason why it would feel  
concerned about the second, which is ab-  
solutely the same. The lines of the Can-  
adian Northern system, the stock of  
which is owned by the Canadian Govern-  
ment, are operated by the system, not by  
the Canadian Government. They have  
been operated by the United States."

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